Amendments to the Specification:

Please amend the specification as follows:

Please replace paragraph starting at page 1, line 14, delete the bridging paragraph and replace with the following rewritten paragraph:

A Japanese Patent Application First Publication No. 2000-168395 published on June 20, 2000 exemplifies a previously proposed adaptive cruise control system. In the previously proposed vehicular cruise control system disclosed in the above-identified Japanese Patent Application First Publication, an inter-vehicle distance between the host vehicle and the preceding vehicle is detected and a cruise speed run is carried out at a constant speed (so-called, a set cruise speed) which is set by a vehicular driver of the host vehicle. For example, [if] the preceding vehicle [becomes approached to] may approach the host vehicle or becomes spaced apart from the host vehicle so that the inter-vehicle distance is varied. At this time, the previously proposed vehicular adaptive cruise control system adjusts a braking force or a driving force of the host vehicle so that the inter-vehicle distance is made substantially equal to a target inter-vehicle distance. As described above, a vehicular running state is feedback controlled. In addition, in order to calculate the target inter-vehicle distance, for example, a traveling speed of the preceding vehicle is detected, is multiplied by an inter-vehicle time duration, and is added to a distance to make the host vehicle stop to calculate the target inter-vehicle distance.

Please replace paragraph starting at page 27, line 30, delete the bridging paragraph and replace with the following rewritten paragraph:

At the next step S15w, adaptive cruise controller 20 calculated delay processed preceding vehicle velocity V_{FF} using time constant T set at step S15v by providing a delay process (low-pass filtering) for the preceding vehicle velocity V_F calculated by step S15u. At a step S15x, adaptive cruise controller 20 multiplies delay processed preceding vehicle velocity V_{FF} by inter-vehicle [velocity] time duration α and adds the multiplication result $V_{FF} \times \alpha$ to distance

during the vehicle stop β: $D^* = V_{FF} \times \alpha + \beta$. It is noted that for inter-vehicle time duration α and distance during the vehicle stop β[, It is noted that for inter-vehicle speed α and distance during the vehicle stop β], the values described in the BACKGROUND OF THE INVENTION are used.